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COUNTRY East Germany

REPORT

SUBJECT Mhlwinkel Landing Grounds

DATE DISTR.

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ENCLOSURE ATTACHED

REFERENCES

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DATE OF
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DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

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report

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on the Mhlwinkel landing grounds which gives information under the following headings: (1) Location, (2) Natural Surface, (3) Permanent Features, (4) Communications, (5) Occupation, and (6) AA Positions. A sketch showing the relative features of the landing grounds is also included.

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STATE	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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AIR/MILITARYMAHLWINKEL landing ground

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Appendix:

Attached as an appendix is an overlay, showing relative features of this landing strip.

1. LOCATION

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This landing ground consists of a strip approximately 3,500 metres in length and 500 metres in width, lying approximately east-west in the MAHLWINKELER WALD. It is situated due E/SE of the village of MAHLWINKEL and W/SW of COBBEL

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NATURAL SURFACE

The entire clearing consists of grass in good condition, perfectly level. The grass had obviously been fairly recently cut, but there were no signs of the surface being rutted or in any way broken up. No PSP or concrete landing surfaces or taxiways were observed anywhere on the strip.

3. PERMANENT FEATURES

- (a) The only permanent feature on or near this site was a cluster of approximately six to eight wooden barrack huts, located on the southern perimeter of the strip (see point 5. of appendix). Approximately 300-400 metres further eastwards there was a small wooden building with a flat platform on the roof (see point 4. of appendix).

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- (b) There were no signs of any fuel installations either on or near the vicinity of the site.

- (c) There is no visible overhead power supply feeding the site.

4. COMMUNICATIONS

- (a) An overland telephone system, comprising three pairs mounted on wooden masts, led away from the wooden-hutted site, via the SW corner of the strip, bypassing the eastern side of the village of MAHLWINKEL. This network has been traced back as far as TANGENHUTTE - the ultimate destination is at present not known (see point 6. of appendix).
- (b) There is no permanent rail spur leading into the strip, nor have any heavy roadways been located.

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The track leading into the SW corner of the site (see point 2. of appendix) originating on the nearby main road [redacted] shows signs of having been used by fairly heavy vehicles. This track is quite churned up, and the final portion near the hutted site has been covered over in places by several adjoining sections of PSP sheeting. [redacted] alongside of this track, there is a very small dump of PSP, this sheeting being somewhat buckled and estimated to comprise approximately two or three [redacted] loads.

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5. OCCUPATION

On the day of observation there were no S.A.F. aircraft, personnel, vehicles or radio/radar equipments to be seen anywhere on or near the site. There were several German black-uniformed police patrolling the area, but apart from a series of signs in the surrounding woodlands declaring it to be a prohibited area no fencing or other physical security barrier could be seen.

6. A/A

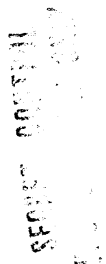
No A/A positions, either occupied or derelict, were located anywhere in the vicinity of the site.

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A hand-drawn sketch of a mechanical component, likely a bracket or arm. The drawing is done in black ink on a white background. The component has a complex shape with several lines and curves. A label 'Mahlwerk' is written in a cursive script and underlined, with a line pointing to a specific feature on the component. There are also some other lines and marks on the drawing, including a small circle and a cross-like symbol.

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